



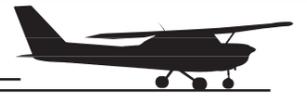
Wings

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Serving Washington Pilots Since 1960

December 2009/January 2010



President's Message Vista Field . . . is Rising from the Ashes!



John Dobson, WPA President

Two years ago we knew that we were in trouble at Blaine. There were problems with the ILS at Hoquiam, encroachment issues at Mt. Vernon, restrictions at Pearson, developers at Cle Elum, landing fees at Boeing Field and the list goes on. Looking back we were so naive. We just

assumed that everyone understood the value of airports. Along came the City of Kennewick asking to close Vista Field (owned by The Port of Kennewick). So, we asked a lot of questions and made a lot of speeches. We got a lot of platitudes from the politicians . . . but we never got any satisfaction . . . until now!

The world of aviation in this State will never be the same . . . thanks to our success in the November elections. If you have not heard: 5 airport friendly candidates were elected to 7 positions in Kennewick (2 Port Commissioners and 3 City Council Members). The future of Vista Field has never looked brighter. Wake up people . . . Vista is back. For the details read Marjy Leggett's story in this issue. **THIS IS HUGE!**

AOPA . . . I can't thank them enough. The Kennewick elections were expensive. I think I saw from an early newspaper account that over \$90,000 had been spent by all candidates in the Kennewick election. Although the Washington Pilots Association was credited with being the

third largest contributor the bulk of our PAC (Political Action Committee) money came from AOPA . . . we are talking over \$10,000 dollars. In past articles I opined that AOPA contributes greatly to the national debate and the WPA is "boots on the ground" for state and local issues. When AOPA recognized that we had the infrastructure in place (PAC and people) they opened up the flood gates with advice and money! It was truly amazing to watch. Again, I can't thank AOPA enough . . . such a fantastic partner.

Vista Field has taught us so much. We learned how to engage with respect. We learned volumes about Washington Law . . . the Growth Management Act and airports as "essential public facilities". We stretched ourselves to understand the political process. We formed a Political Action Committee. We studied how to run an election campaign. We learned how to select candidates and how to educate them on the issues. To suggest the WPA single-handedly won this election is over the top. The professional pollsters will determine why candidates won and lost. But it is fair to say that we played a major roll in this incredible success story.

To every pilot in Washington . . . you can change your future. You can stop the loss of airports. You can protect your right to fly. It is not easy and you will expend a lot of personal energy. I love Frank Sinatra's song My Way; the lyrics say it all, "Some people get their kicks stomping on a dream". We sent a message in November

and we now have a roadmap for our future.

On a personal note . . . most of you know my new daytime job . . . Executive Director for the Port of Shelton (SHN). When I first accepted the position I received calls from several well placed aviation luminaries. They wished me well and shared their concerns about potential political conflicts. Last month I received a call from someone I truly respect who suggested that I consider resigning from the WPA.

Everyone should know that if I touch something while on the job at SHN (email, phone, etc) it becomes a public record. Taxpayers are not paying me to do WPA work. As such I need to be most conscious about my actions. There are times when I must stand on the sidelines such as the recent Port of Shelton elections.

That said I am even more committed to the protection of our airports! After the LATS commission completed its work, there came to be a sense of energy and knowledge that something needs to change to protect our aviation future. The true value of airports became clear to some very important people . . . aside from the elections in Kennewick. So to all who know me and those who do not . . . when I see or hear of any governing body threatening the long term viability of our airports for short term gain, I will speak up. If you ask me to choose . . . I'd give up my job rather than cripple another airport! As a good friend told me, "If you're taking flack . . . **you're getting close to the target.**"

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WPA BOARD MEETING

November 14, 2009 – Harvey Field

President John Dobson called the meeting to order at 11:29 a.m.

ATTENDANCE:

President, John Dobson; Vice President West, Charles Hower; Secretary, Marjy Leggett; Treasurer, Tom Fox; Membership Chairman, John Smutny; Director of Airports, Tom Jensen; 1-800 Number Monitor, Nancy Jensen; Director of Communications & Newsletter Editor, Colleen Turner

Other WPA members: Paine Field President, Les Smith; from Harvey Field Chapter, Ken Sullivan, John Haug, Frank Bisono, George Levin, and Sandy Burn. From Green River Chapter, Bob Darnbrough and Pat Darnbrough

MINUTES:

John Smutny moved to approve the minutes, second by Les Smith.

TREASURER'S REPORT:

Tom Fox reported that as of October 31, there was \$29,000 in the general fund and \$1,700 in the PAC fund. \$13,324 has been collected from membership fees, Wings, and PAC compared with \$13,318 last year. Expenses are comparable to last year's expenses.

Tom requested help with the PAC fund reporting. The rules for PAC reporting are fairly strict, so someone is needed who can meet the legal requirements of reporting. Tom will write up a request for help to be inserted in WINGS.

VISTA FIELD:

Marjy Leggett gave a briefing on Vista Field leading up to the election of the Port of Kennewick commissioners and new Kennewick City Council members. Of the seven positions available, five were filled with people who support the airport.

AOPA was recognized for their support and contributions in helping with Vista Field. John Dobson reported that Tom Wallitner beat the incumbent Rick Byrd for the Port of Shelton. Tom is a former airline pilot.

John Smutny asked if the FBO's were receiving WINGS and suggested that they should be included on the mailing list as some of this information about airports would be of interest to them. Mr. Dobson asked John to derive a list of FBO's and give it to newsletter editor Colleen Turner.

VICE PRESIDENT WEST REPORT:

Charles Hower reported on the repairs and testing that are taking place on the Boeing 787 in order to get certification. Hopes are to have a formal flight before the end of the year.

(Continued on page 2)

Craig Johnson about Jack Dugan

November 9, 2009

Jack was the first pilot I met as a new faculty at CWU in 1996. We had lunch every day at the 18th Street Deli where you can still get a 'Dugan burger'.

His pride was wrapped up in his 'super-cub', a plans-built aircraft project. And he encouraged others to take on creating their own planes. He was instrumental in my choice to purchase a Sonex kit.

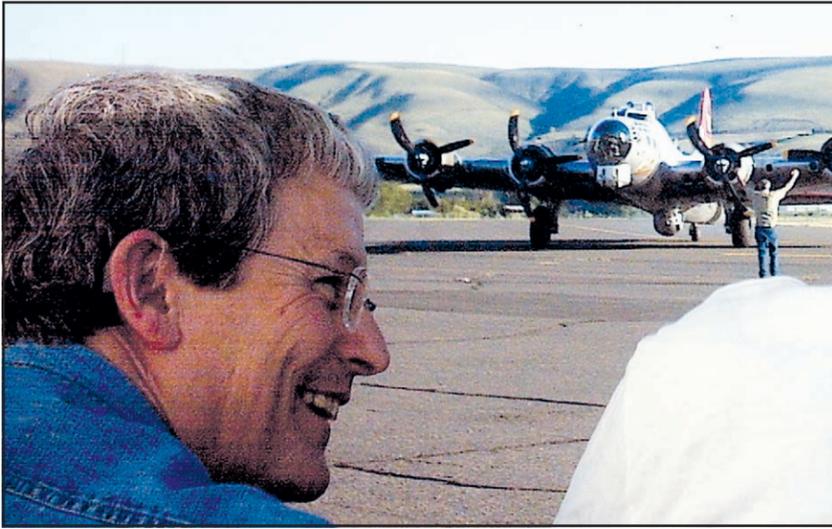
His generosity allowed me to do a major modification to my current AVID aircraft (a wing extension) using his hangar...for months. His hangar is the social focal point for our community. He never missed an EAA Oshkosh AirVenture and this last summer was no exception. He could walk the shoes off me.

Jack served on our CWU grievance committee for 'ever', and as a union representative he helped me deal with a 'career threatening' scenario. He encouraged me to apply for a sabbatical, especially since the administration actively resisted it, in order to raise the level of discussion and force us to reflect on our mission and policies.

The last public testimony he gave was at a county planner hearing this fall where he defended my local airport (Cle Elum Municipal) against 'development encroachment'. He was an original 'Airport Support Network' volunteer (ELN, through AOPA). And we spent many hours on the road to meetings reflecting his passion and support for general aviation.

Like Jack, I'm always wearing 'Carhartts' because our engineering technology programs are quite 'hands-on' and the faculty members are responsible. I think of Jack often and use him as a 'touch-stone' when presented with a scenario needing a thoughtful social angle.

*With somber reflection,
Craig*



OBITUARY

John "Jack" Richard Dugan, Ph.D.



Jack died of cancer Wednesday, November 4, 2009, at home in Ellensburg. He was born June 7, 1941, in Chesapeake, Virginia, to Col. Richard Dugan, U.S.A.F., and Martha Marie Clifton Dugan. The family's life in the military meant that Jack's growing up years were spent living in a variety of places, including Germany and Guam. When in the States, however, the family would often spend summers in White Fish, MT, where Jack and his father built a cabin together on the shore of Flathead Lake.

Jack was a Professor Emeritus at Central Washington University after having taught there for 39 years. He earned his B.S. in Psychology and Philosophy from the University of Illinois at Urbana in 1964, his M.A. in Sociology from Washington State University in 1969, and his Ph.D. in Sociology from Washington State University in 1970. He was a National Institute of Mental Health scholar while at WSU and earned the Bobbs-Merrill Award in Sociology. Before entering graduate school, Jack served in the Peace Corps in Ethiopia. He cared deeply about student learning and was actively engaged in research, community support, and university service. For his mentoring service and support to junior faculty and students, Jack received the Women's Achievement Award from the Center for Student Empowerment in 2008.

Jack was an experienced pilot, experimental aircraft builder, and avid supporter of the aviation community, including serving on the Kittitas County Airport Advisory Board since its inception. He was also an accomplished wood craftsman, building furniture and a Pelican sailboat.

Jack requested that his deepest gratitude be extended to all who walked through life with him. And we all thank him for his generosity of spirit, technical expertise, clear thinking, challenging questions, and sharing his enthusiasm for anything flying or floating.

Jack is survived by his wife Andrea L. S. Dugan of Ellensburg and his sister-in-law Becky Dugan and nephews Jimmy and Mike Dugan of Little Rock, AK. He was preceded in death by his parents and brother Jim Dugan.

Memorial contributions may be made to the Jack Dugan Sociology Fund (www.mycentral.cwu.edu/cots) or the Jack Dugan Aviation Fund (CWU Foundation, 400 E. University Way, Ellensburg, WA 98926).

WPA PAC Needs Treasurer!

The WPA Political Action Committee needs a committed volunteer to track and report cash flow through the PAC to the Public Disclosure Commission. This is an important role that requires attention to detail and will work closely with the WPA State Treasurer and PAC officers.

**If you are interested please contact:
Tom Fox, WPA State Treasurer
(206) 719-1300
tom@minarnorthey.com**

Your help is very much appreciated. Thank you!

WPA BOARD MEETING

(Continued from page 1)

The Harvey Chapter membership is the highest it has ever been at 48 members.

MEMBERSHIP – JOHN SMUTNY:

Membership chairman John Smutny reported that the newly formed Arlington chapter is very close to becoming official.

It has been a challenge finding businesses to participate in membership discounts. John Dobson pointed out that it really is a chapter issue because the chapters are more aware of local businesses and FBOs that are willing to participate.

A new dues payment invoice, developed by Rachel Hansen, was passed around for inspection. Because the postcard reminder used in the past was often viewed as junk mail and thrown out by members it was decided to mail out an invoice-type notice this year.

Harvey Field member Frank Bisano suggested sending electronic invoices via e-mail. John Smutny said the problem is having current e-mails. Frank also suggested reaching the younger crowd by posting a Facebook page and reaching out to the colleges and aviation training schools.

WEBSITE:

There was a short discussion about the website, which needs updating. Concerns expressed were regarding keeping it current, a new look, ease of navigation, a blog mode, and which tools are needed to make an effective website.

AIRPORTS – TOM JENSEN:

Director of Airports Tom Jensen reported that the cabin at Stuart Island has been in high demand. Usage is up 75% in 2009 compared to 2008 with 21 different people using the cabin this year.

The Vancouver Olympics will have an impact on Stuart Island, as well as other airports in the area. Tom advises pilots to be careful and follow the Security rules. Each airport has been assigned a specific squawk code, which must be used when landing at any of the airports within the security zone. Workshops are being held around the state educating pilots of the new stringent rules. The rules will be in effect for at least two months.

Contrary to information printed in the airport directories, Spanaway Airport is still open. Fuel is relatively inexpensive there, but it is likely the airport will close for good within a year.

Idaho Aviation and the Recreational Airstrip Foundation are putting together a program looking for volunteer backcountry pilots to spend a few days next summer flying as special ops. Contact Tom Jensen for more information.

COMMUNICATIONS – COLLEEN TURNER:

Colleen thanked everyone for sending in articles to WINGS.



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Washington Pilots Association

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VP West: Charles Hower 425-367-8755
Secretary: Marjy Leggett 509-547-4347
Treasurer: Tom Fox 206-282-2666

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Airports: Tom Jensen 800-972-3597
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Communications: Colleen Turner 425-306-7391
Legislative: John Townsley 509-328-3228
Membership: John Smutny 206-399-7097
Safety & Education: Jim Faustina 425-290-9489

WPA Website:

<http://www.wpaflys.org>

BY-LAWS — LES SMITH:

Les Smith announced that the By-Laws Committee is under way. He has been comparing by-laws of other similar organizations to see how they deal with membership. He proposed continuing the by-law study into next year and recommended that a by-law committee put together a recommendation to present to the Board of Directors before going to the main membership for a vote.

MANAGEMENT SYSTEM:

John Dobson and Les Smith worked on the website management system and put together a list of 16 points which they will give to Nathan Holland who will update the WPA website. John will type up the list and send it out to us later.

TOYS FOR TOTS – JOHN SMUTNY

A long-time tradition of providing Toys for Tots is under scrutiny by the chapters due to problems with an insurance risk, making contact with the Marines, Marines not showing up to collect the toys, getting the toys to the right people, not knowing where the toys are going, and no credit or recognition for the contribution made by the WPA.

It was suggested that chapters who want to collect Toys for Tots should do it on their own and do it locally.

INSURANCE:

Concern regarding insurance risk to WPA members was brought up. Because we have no assets, liability risk is minimal. Insurance is needed to protect Directors and Officers (D & O coverage) especially as the organization becomes more politically active.

John Dobson will look into insurance policies and contact Tom Jensen about the WASAR policy and John Townsley who also is researching policies.

SAFETY:

Tom Jensen relayed an incident involving Search and Rescue and a missing plane. Les Smith suggested that incidents, such as these can serve as lessons for members who may not have the background experience. It was agreed that, as pilots, we must police ourselves in making wise judgments in flying. Tom lauded the FAA Wings Safety Program as a tool for becoming a safer pilot and demonstrating one's interest in safety education, which might help, should one find him or herself involved in an aircraft accident.

The meeting adjourned at 1:15.

*Respectfully submitted,
Marjy Leggett
WPA Secretary*

WASHINGTON PILOTS ASSOCIATION



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wpawings@wpaflys.org.

Send typewritten or handwritten articles to:
WPA Wings, 21308 SE 215th St.,
Maple Valley, WA 98038.

WPA WINGS is the bimonthly newspaper of the Washington Pilots Association (WPA), which represents the pilots of Washington State. Letters to the Editor are welcome. Letters must be signed by the author and a contact phone number provided.

Send letters to: wpawings@wpaflys.org, or via postal mail: WPA Wings, 21308 SE 215th St., Maple Valley, WA 98038. The WPA reserves the right to edit all letters and to refuse inappropriate advertising. Opinions expressed in WPA Wings, including those in letters to the editor and advertisements, are the opinions of the writers and do not necessarily reflect those of the WPA.

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Be smart, and please fly safely.

A Little Different BFR

By Dave Lucke, WPA Eastside VP

In June I had scheduled a visit to Herndon, Virginia to visit my sister and family. The visit was planned for 5 Nov 2009. Dennis Gibbs is my brother-in-law and he was working for the EDS division of HP at the time. One of his associates by the name of Mike Gilbert is an instrument and multi-engine flight instructor for Aviation Adventures in Leesburg, VA.

Aviation Adventures has fairly new equipment. The oldest airplane is a 2005 model. There are 172's, 182's, Columbia's, and a couple of Diamond Twin Stars just to mention a few of the aircraft based at Leesburg and Manassas, Virginia.

So I decided to schedule my BFR with Mike Gilbert in a 2005 Skyhawk SP, (180 HP) with the Garmin 1000 glass cockpit. The Skylanes were already scheduled.

Leesburg airport, (KJYO), is very close to Dulles International, (KIAD), and under the Bravo airspace veil of IAD.

The review started with a familiarization of the IFR and VFR charts around Leesburg. It's overwhelming as there is a lot going on in this airspace. We then went over to the Garmin 1000 "big screen TV" where Mike showed me the most important features of the system. It is a very "feature rich" system but designed to be fairly intuitive. It is good to learn these things on the ground and not in the airplane with the instrument hood on.

Next, we went out to the airplane. It's pretty much like the 172 I flew years ago. There is plenty of proven technology. During the preflight I noticed there were a total of 13 fuel sump drains. Mike mentioned that there were probably 13 defense lawyers in the most recent fuel contamination lawsuit.

We departed Leesburg to the west, cleared the veil of the Bravo airspace and flew to Winchester, (KOKV). I had my foggles on so missed out on the clear day with lots of fall colors. Dennis was in the back seat taking pictures. The 172 has a King two axis autopilot that couples to the GPS or ILS and is WAAS certified. We did a few approaches and a couple of touch and goes then returned to Leesburg. I hand flew the airplane most of the time but Mike wanted to show me how to use the autopilot which worked flawlessly.

I flew the RNAV approach back into Leesburg and we survived another landing. We had a short critique of the flight and Mike signed my logbook.

The depressed economy does not seem to have affected business at Aviation Adventures. As I mentioned earlier my preference was to fly a Skylane, but they were both signed out for the day, Nov 7, when Mike tried to reserve them in June. Mike said that Aviation Adventures is by far the most professional and best run FBO / flight school he has ever been associated with.

The Leesburg airport is about the same size and home for about the same number of aircraft as Felts Field in Spokane which is where I keep my 182, 2630R. Felts has a control tower. Leesburg does not have a control tower. The Leesburg airport supports Aviation Adventures, one other flight school and another full service FBO.

As I walked out to the parking lot I had to ask myself why this airport is a hub of activity and Felts Field can't even support an FBO? What is wrong with the picture at KSFF?

It was a great day. Next time you need a BFR or Instrument Competency Check, take the opportunity to do something new and challenging.



Aviation Adventures two axis simulator complete with Garmin 1000 Glass Cockpit



The Garmin 1000 Glass Cockpit

A Quick Dip in the Lake

By Jack Krause,

WPA Shelton-Sanderson Chapter

It was a beautiful sunny day in the Puget Sound, and as the company pilot, I had been tasked by my employers to fly a group of their friends to Campbell River, British Columbia in the company's Beaver floatplane. The flight would take us to Campbell River to clear customs, and then the passengers would board the company's luxurious yacht for a trip to a beautiful hideaway in Big Bay.

I arrived at Kenmore Air Harbor at the north end of Lake Washington where the floatplane, a DeHavilland Beaver, was stored. An earlier phone call had the airplane off its storage rack and a float tied to the dock.

The Air Harbor – one of the busiest in the world - was really busy that day with all kinds of commercial and private float planes parked at the huge rectangular "U" dock facing out into the lake awaiting their passengers. Since I was tied up facing in and near the base of the "U," I thought it would be easier departing if I could reposition the bird facing towards open water on the other side near the opening of the "U" where I could just depart straight out from the dock. So I prepared to depart my present position

to the other side.

I cranked up the bird, and carefully maneuvered the beast through all the other birds for the 180-degree maneuver to tie up going the opposite direction. As I approached my new position, I cut the engine, stepped out onto the float with a rope in hand to tie off. When I approached the dock I stepped off the float onto the dock with an airplane tie-off rope in hand; however, the nose of the airplane's float dug into one of the many rubber tires lining the water side of the dock causing the airplane to bounce backwards jerking the rope out of my grasp. There I was on the dock with the airplane floating free towards all those other expensive wingtips moored at the dock. But what the heck, I was an agile 60 years old, so I jumped the short distance back onto the airplane float. My professed agility was much less than estimated, and with a big "kersplash" I joined the bird in the water.

It should be noted that I performed this maneuver in front of maybe fifty or sixty people waiting on the dock for their ride to wherever. They all thought it was a great show, and I just know some of them would have perhaps given me at least an "8" for the effort had they had the appropriate placards.

As I came gurgling to the surface I

started swimming to the dock with the rope in my teeth (not really.) I was helped out by several willing rescuers – who had one hell of a time hiding their snickering. And there I stood in my tan poplin trousers and poplin shirt soaked to my socks awaiting passengers whom I had never met before. Wow, I thought, won't they be impressed. Maybe I could tell them it was really hot and just went for a swim to cool off while waiting but dismissed that idea right away.

The Kenmore folks offered me a pair of dry overalls, which I declined figuring my passengers would be just as concerned if they thought the mechanic was taking them to Canada. Oh yeah, I lost my glasses in the plunge, but I always carried an emergency pair in my flight bag.

What to do! Eureka! An idea! It is a common practice before flight to start the airplane engine while it is moored to the dock and walk away to allow the five plus gallons of oil in the Pratt Whitney radial engine sump to warm up prior to takeoff. This eliminates a considerable amount of taxiing on the water to accomplish the same thing. I figured I was saved!! I cranked up the engine and stood on the float in the prop blast and let the propeller airflow "blow dry" me. Damn I was clever. The combination of warm sunny weather, the poplin clothing and the airflow did the trick perfectly, and

by the time my passengers showed up I was neat, tidy and ready to roll.

I loaded the six passengers and bags, and was soon enroute for the hour and a half flight to Campbell River, BC to clear customs and meet the company yacht. However, about a half an hour out of Campbell River I happened to look down at my lap to find a horrifying discovery. **My underwear had not dried out when behind the prop, and it was bleeding through the light tan colored trousers.** It looked as though I was wearing a pair of dark colored tights over my trousers. I looked at the passenger in the right hand seat of the cockpit who was watching with ghastly bewilderment. He apparently thought I couldn't hold it until landing and wet my pants. Smart punk.

This particular airplane had no intercommunication system that allowed the passengers to talk to each other, so I pulled out a piece of paper and wrote, "I fell in the lake." That sure got a lot of laughs as it was passed around. Ha, ha. And my predicament did not enhance my clearing customs in anyway either. He cleared me with only a minimum of snickering.

Oh well. It was a long flight home steeped in humiliation. At least my undies had dried by the time I returned to Kenmore, but my shoes made a very audible squish, squish sound as I departed the dock.

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WPA Chapters Around the State

ANACORTES - The Anacortes chapter generally meets on the second Thursday of every third month (February, May, August and November) at 6:30 pm. Meetings are held in the Micro Aerodynamics hangar on the airport. *Contact Ken Davis, ifly4real@comcast.net, 360-675-7526.*

CLALLAM COUNTY - The Clallam County chapter meets on the third Thursday of the month at Rite Bros (FBO) at Port Angeles Fairchild International Airport (CLM). Meetings begin at 7:00 pm, and all are welcome. *For more info on the Clallam County chapter, contact Jerry Nichols, oldnick@olympen.com, 800-292-2978.*

COLVILLE VALLEY - For current meeting schedules, please contact *Dave Garringer, colvilleairport@yahoo.com, 509-684-1566.*

DEER PARK - Deer Park chapter meets at the Deer Park Airport (KDEW) Administration Building on the last Thursday of the month, except in February, November and December. The Administration building is located near the south end of the airport. A potluck dinner begins at 6:30 pm, with an aviation-related program beginning at 7:15, followed by a short business meeting. Guests are always welcome. *For more information about Deer Park chapter and its activities, please contact Roy Lakewold at 509-276-5733 or email rbl77@earthlink.net.*

GREEN RIVER - The Green River chapter meets for dessert and program at 7:00 pm on the third Friday of each month from October

through June at the Auburn Station of the Valley Regional Fire Authority at 1101 D Street N.E. in Auburn. *For more information on the Green River chapter, email Perry Chinn at hawkfather1@msn.com*

HARVEY FIELD/SNOHOMISH - The Harvey Field chapter meets on the second Saturday of each month, year round, at 10:00 am in Hangar 15 at Harvey Field. For more information on activities, please visit the WPA web site, click on the Harvey Field Chapter, and visit the Activities Calendar. *For more information contact Charles Hower at 425-367-8755.*

NORTH SOUND/BELLINGHAM - The North Sound chapter meets every second Thursday of the month (except during June, July and August), at 7:00 pm on the second floor of the old Port of Bellingham administration building, at Bellingham International Airport (BLI). *For more info on the North Sound chapter, contact Chip Laplante, kidcomet@comcast.net, 360-920-4181.*

OKANOGAN & FERRY COUNTY - The Okanogan & Ferry County chapter meets on the third Thursday of the month alternating between Okanogan and Tonasket. We go dark for the summer after a fly-in at the Twisp Airport in May around the 4th Saturday. We start up again in September. *To confirm meeting details, contact Monica Oakes at 509-826-1834.*

OLYMPIA SOUTH SOUND - The Olympia Chapter meets on the 3rd Wednesday of each month at Pearson Air

on the Olympia Airport at 7:00 pm. In addition, Pearson Air offers FREE ground school instruction for both new and licensed pilots every Tuesday evening at 6:00 pm. *Contact Reyna Meenk, President, meenk@hotmail.com or call 360-539-2005.*

PAINÉ FIELD - The Paine Field chapter meets the first Friday of most months for dinner and an aviation related program. *For detailed information on the monthly meeting and other chapter activities including group flyouts, maintenance seminars and special programs visit www.wpaflys.org/chapters/paine or send email to painepresident@wpaflys.org*

GREATER SEATTLE - *The Greater Seattle chapter is looking for a fresh infusion of energy. If you're interested in serving on the Board, please call Colleen Turner at 425-453-7696 or email cturner@cruiseholidaysbellevue.com*

SHELTON-SANDERSON - *Brandon Harnish, President, 360-432-2065*

SOUTHWEST/VANCOUVER - The Southwest/Vancouver chapter generally meets on the fourth Wednesday of each month, starting at 7:00 pm, at the Pearson Air Museum on Pearson Field (VUO), in Vancouver. *For more information on the Southwest/Vancouver chapter, please contact Bob Brown at (360) 607-5060.*

SPOKANE - Meetings of the Spokane chapter are usually held on the third Wednesday of each month over dinner at Marie Callander's Restaurant, beginning

at 6:00 pm. (Meeting details are subject to change - please call first to check). The chapter also conducts a monthly fly-out on the Saturday morning following the chapter meeting, weather permitting. *For more information, contact Tom Morris, tzmorris@comcast.net, 509-924-5544.*

TRI-CITIES - The Tri-Cities Chapter meets at 6:30 pm at Bergstrom Aircraft FBO, Tri-Cities Airport (KPSC), Pasco on the fourth Thursday of each month. For information, contact *Marjy Leggett 509-547-5457 or email MarjyL@charter.net*

TWIN HARBORS - The Twin Harbors chapter meets the second Tuesday of the month at 6:00 pm in Ocean Shores, location TBD. *For meeting details and more info, contact Fred Winge at (360) 289-4189, email fwinge@techline.com.*

WENATCHEE - *Mary Ann Fish, flyingfishwa@earthlink.net, 509-860-1973.*

YAKIMA VALLEY - The Yakima Valley chapter meets for dinner on the first Thursday of the month. *For meeting location and other details, contact Les Flue at 509-952-2376 or email les_fl@lesflue.com*



Saving Vista Field

By Marjy Leggett,
WPA Tri-Cities Chapter President

Kennewick's Vista Field Airport has spent most of the past 30 years on the chopping block poised for termination. Now its future is beginning to look the brightest it has looked since World War II. Once an airport is headed for closure, its destiny is almost imminent. So what made Vista Field different?

First a little history: Vista Field in Kennewick, Washington was a small, quiet airport back in the 1940s on 640 acres owned by the City. In 1942 the Naval Air Training Station was built in Pasco and Vista was leased from the City for training purposes. After the war, it was returned to the City.

The airport was operated by several airport managers while parcels of land were sold off gradually as the city grew and expanded westward. In 1977 as development blossomed, the City put the airport's future to a vote, asking the question, "Should the Vista Field Airport be removed as an airport?" The vote was an overwhelming "No!" at 68%.

Gradually the land surrounding the airport was chipped away. By 1991 the crosswind runway had been removed and a fire station and justice center stood on the south side of that former runway. The City decided it no longer wanted the responsibility of maintaining the airport so it sold it to the Port of Kennewick for \$100,000 and a binding contract, which included clauses stating that the land must remain an airport. However, if the Port did decide to close it, it must be agreed upon by both parties, any profits would go back to the airport and the City would work with the Port to acquire any permitting, zoning changes, etc. that would improve the airport. They also agreed that the contract would be binding until 2021.

Now we jump to the year 2003 when out of the blue, talks begin about closing Vista Field. The local newspaper, *The Tri-City Herald*, and the television stations delighted in a controversial topic to report. With the publicity, the port officials decided to hold a hearing. The pilots jumped into action and filled the meeting room to capacity, expressing their outrage at talks of closure while justifying the need for the airport to

remain. The commissioners were convinced and vowed Vista Field would stay. Everyone left the meeting thinking the issue was settled and there would be no more worries until 2021, which seemed an eternity away at the time.

Even though the issue regarding the airport's future was settled, every once in a while an article would appear in the paper bringing the subject up again. It was like a simmering pot with occasional bubbles popping up to the surface before rolling to a full boil. This is where I became involved. As a pilot who practiced landing on the crosswind runway at Vista, I had watched the airport as it slowly was chipped away. I attended the hearing in 2003 and maintained a state of alert.

While browsing through the booths at the 2006 Washington State Aviation and Trade Show, I happened to stop by the AOPA booth. In a conversation with the AOPA representative, he asked where I was from, which led to which airports I flew out of. It was there I discovered Vista Field did not have an AOPA Airport Support Network volunteer. "It would only entail writing a few e-mails once in a while," the representative assured me. Although I was working full time back then, I was sure I could manage a few e-mails, and besides, someone needed to step up to do the job, so I said yes, I would do it.

The first year was easy, as Vista Field coasted along as a small airport with a successful FBO and there was little anti-airport discussion. All that changed on May 21, 2007.

A notice went out to the pilots that a meeting regarding the airport would be held at the FBO. Only a handful showed up: the FBO operator, his pilot instructor, a local pilot and his wife, and I. We were informed that there was a movement growing among city officials and even some of the port commissioners to close Vista Field. Pressure was beginning to mount on those commissioners who did favor the airport, causing them to rethink their original positions. Perhaps it was time to change out the elected officials. But with the intent to seek election only two weeks away, there was little time to find a viable candidate to run in opposition. By this time, I was nearing retirement, which would

enable me to attend the Port meetings held in the early afternoon. I also needed to attend the City Council meetings and familiarize myself with this group who so opposed the airport.

First thing to do when an airport is threatened is to establish communication with those who care about the airport and begin an education campaign in the community. That meant developing a data base of contacts. As a member of the Ninety-Nines International Organization of Women Pilots, I started with them. The local FBOs were a wonderful source. The receptionists at Vista Field, and the other two local airports gave me names of pilots and others whom they had heard express concern about the airport's future. I contacted each person individually and asked if he or she would like updates on Vista Field. I always got an affirmative answer. With each person I added to my list, I asked if they knew of any others whom I should contact. I added the local EAA group. There was no WPA group in

the Tri-Cities at that time.

The Vista Field Airport issue was analogous to Mt. St. Helens. There were moments of calm, with sudden bursts of steam when the newspaper or local television station out of the blue ran a story that Vista Field was closing. These stories brought the issue to the forefront and caused the gamut of emotions from angst to resignation among the flying community. We had to do something to turn the attitude around. We had to counter these media stories and turn it to a positive spin. Worst of all, we could not have pilots, of all people, giving up.

Wherever I went, no matter what I was internally feeling, I always spoke positively about the airport. I felt like a Pollyanna cheerleader when the score was against us 50 to 5. I knew I had to bring in more forces.

The media stories and public comments made by city council members put pressure on the port commissioners "to do something about Vista Field". Of course, "to do something with Vista Field" meant those

(Continued on page 8)

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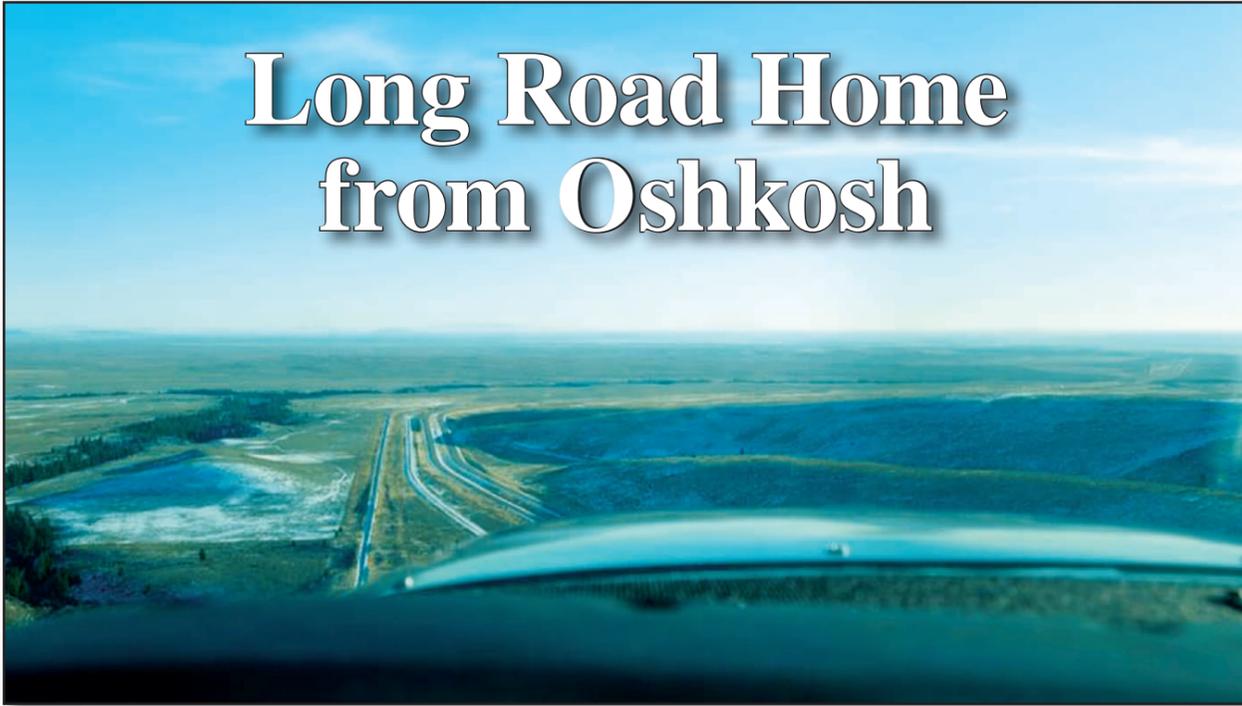
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Long Road Home from Oshkosh



Monida Pass opens up into Idaho

By Les Smith, WPA Paine Chapter

It's late November as I sit writing this and I'm listening to laundry from AirVenture 2009 tumble in the dryer. That's right, Oshkosh ended on August 2nd. And here, seventeen weeks later, I'm just now laundering that duffel of bedding from a week under the wing in the North 40 at OSH.

Of course, that's not how I planned it. We pulled the plane out of its week-long ruts in the North 40 turf with the help of fellow campers after Saturday's Warbirds Air show. We taxied to 18L without pause until the hold line, where we waited only long enough for the aircraft ahead of us to lift off the runway before we were cleared for takeoff. After a week, it's exciting to get back in the air, but it's also a bit melancholy to be leaving the big event behind.

It's also exciting to sleep in a real bed for the night and Saturday's flight would put a few miles behind us for the long trip home. So after a quick 135 nm flight with the lowering sun's yellow cast and lengthening shadows on the landmarks below, we landed at Eau Claire at dusk. Heartland Aviation offers a great deal for Oshkosh transients, showbound or homebound, with courtesy transfer, deep discounts on a room and free breakfast at the downtown Ramada Inn.

The next morning, we launched reasonably early for the longest leg of the return home, with rough plans for overnite in Miles City or Helena. Or so we planned. Headwinds over the Dakotas sometimes cut our groundspeed to less than 90 knots, and so we were ready for a fuel stop in Aberdeen, where we parked next to Songbird III, N6817T, a Cessna 310. Although not used in filming the series, 17T was used on tours around the country, promoting the Sky King TV program.

We landed next in Baker, Montana. It looked like, after a long day, from this fuel stop we'd make Helena for our over night. As we pushed away from the pumps, a V tailed Bonanza pulled up. We struck up a conversation and learned that the couple on board, Mike and Jeannie, were also heading home from OSH. After exchanging pleasantries, we departed westbound. Not long after, we heard the Bonanza departing as well. Shortly thereafter, we heard, "Cardinal just off of Baker, are you still on frequency?" Responding that we were, they

went on to repeat the invitation they had given us on the ground, to spend the night with them in Townsend. My wife, Chris and I finally found Townsend on the chart – it's just 30 some nm southeast of Helena. Besides, this was a chance to meet some new fellow aviation folks, so we accepted their invitation and punched in 8U8 on the GPS.

We never saw them pass us (it is truly Big Sky country in Montana), but when we landed at Townsend, Mike had beers ready for us and we began to get to know our new friends, the Ferguson's. Life on 8U8 is an informal family of aviators, several of whom have apartments in their hangars. We found ourselves invited to a neighboring hangar where Steve and his fiancée Cathy were preparing a delicious dinner for roughly twelve or fourteen of us.

The next morning, I tugged the Cardinal over to the fuel pump and topped her off for the final leg home. My first clue was that she needed a quart and a half of oil – uncharacteristic oil consumption for the day before. We had a great breakfast at the Ferguson's, loaded up and readied for the flight home. At least, that was what we planned.

At start up, it was immediately apparent that something was up. The engine was uneven and the airplane was vibrating badly. "No, Babe, we aren't gonna try to take off like this". There was nothing on the #3 cylinder indicator on my JPI engine monitor. Shutting down, Mike and I popped the cowl and pulled the plugs on #3. While maybe not beautiful, the upper plug looked ok and the lower plug was definitely oil fouled. Having cleaned and re-installed, another engine run was essentially the same. A quick check of pressure differential revealed a stuck exhaust valve with the characteristic "whisper" of air coming from the exhaust. We pulled the rocker arm cover and attempted a light tap to the valve stem with the hopes of freeing it. It had no such plans. We pulled the rocker arm, slid out the push rod and marveled at the roughly 20-25 degree bend a few inches from the tappet end!

At this point, Mike wisely announced that this was about as far as his help could extend, and began to tell me about the fine mechanic they had – on the field – in Russ Voorhees. Yep, out here in little Townsend,

Russ owns Aircrafters, Inc. and puts out some fine work. We walked over to meet Russ. He agreed to pull the cylinder and investigate further, but would not be able to do so immediately due to other business waiting in his hangar. Thinking we needed a cylinder repair, and hence a return to fly her home in a week or so, we left much of our stuff in the airplane. The Fergusons gave Chris and I a ride to Helena, where we rented a car and drove the remaining 605 miles home. There are days when you drive somewhere and keep looking up at the sky to think, "I could have flown!" The drive home was one of those.

Russ called to tell me that pulling the cylinder allowed him to see that the last 1/2 inch or so had broken off the tappet. Likely, the stuck valve left enough lash for the push rod to find the shoulder of the hydraulic lifter and on the next high point the rod bent and broke the tappet. On a Continental, you can replace a tappet fairly easily. On a Lycoming, you have to split the case. Our 1455 hour (but 36 year old) O-360 Lycoming had finally decided it was time for an overhaul. After asking around, and getting a lot of advice and opinions, it seemed we had three options – 1. a reman or overhaul from Lycoming, 2. an overhaul from one of the nationally known shops, or 3. an overhaul from a locally reputable shop.

Number 1 carries the highest price tag. Number 3 brings the potential of difficulty at resale ("overhauled by who?"). We opted for an exchange overhaul with Western Skyways, of Montrose, CO. While we were at it, we would move away from the D-series Bendix mag (with single mechanical drive) to a non-"D" series engine with two completely independent mags. And why not throw in one of those SkyTec starters, too. (It cost no more than the standard starter).

Western Skyways was pretty good at letting me know as the engine worked its way through the stages of their process. There was an occasional blip with parts and the change to the accessory case due to the switch to the non-D engine. Also, once Russ started to mount the overhauled engine, they overnighted, at no cost, the correct model Sky Tec to replace the incorrect model (solenoid at 9 o'clock rather than the requisite 6 o'clock model).

Finally, in early November, I received

word from Russ that the Cardinal was ready for pickup. This news was accompanied by an assembly line of low pressure systems coming off the Pacific for days on end. My thanks to all those who offered to help by flying me out to Montana. When the weather finally had a decent forecast, the forecast was wrong. Millan Pass reported "1/4 mile, 200 overcast, frzg rn" day after day.

I ultimately abandoned hope of a weather window that would allow a return to home base, opting for good weather east of the Cascades that would at least allow getting the aircraft closer to home. I was resigned to the idea that it might take two trips to get her home.

With some good weather shaping up for east of the Cascades I popped for a Horizon flight in a Q400 to Helena, connecting through Great Falls. Upon landing, I was greeted with clear and cold. The next morning, I settled up with Russ, gave him my new Engine log to update, and taxied out for a break-in flight. At least, that was what I planned. Run up looked good. Those new mags had the slightest of drop, oil pressures and temps were happy. I pulled out onto R18 and gently pushed in the throttle. As I rolled, I continued to push in the throttle, but approaching 1/2 way down the runway, I could tell that I didn't have full power and saw only 2300 rpm versus the 2600 plus I anticipated. I aborted and pulled back to Russ' hangar. We spent the afternoon looking over mags, governor and prop, with no smoking gun. I finally pulled her out and during a full power runup, did a mag check. With left mag, still only 2300, but with right – zoom – rpm jumped right up to 2600 plus. We pulled her back in and called it a night.

The next morning, by the time I got over to Russ' he was putting the cowl back on. He had known from yesterday's mag check, that the issue was somewhere in the left mag. He had found the left mag well out of time to the engine and had already reset it.

I took her out and ran a check both at 1800 and full rpm. My new engine was making POWER!

I taxied out and took off, staying within gliding distance of the field. I did left rectangular turns about a course for 40 minutes, than reversed for right turns. I got very familiar with the streets of Townsend.

(Continued on page 8)



Many thanks to our friends Mike and Jeannie, for all their help.



Home again!



Sky King's Songbird III

Have Gadget, Will Travel

By John Townsley, WPA Legislative Director

Got a new auto pilot, GPS, or MFD/PFD? NASA's Aviation Safety Reporting System (ASRS) has some tidbits from pilots who launched with the intent of learning new instruments and flight management systems in the air.

Situational awareness is a great term. For a pilot it means knowing where we are, understanding what our plane is doing, being aware of what's going on around us that might affect our flight, and anticipating changes or conditions that might soon become our new reality. ASRS reports from numerous pilots suggest it's pretty easy to get sucked into our gadgets as we punch buttons, conjure complicated sequences, or try to figure out why Harvey (the coupled autopilot) did X when we thought it would do Y.

Check out NASA's ASRS Callback. It's a free service that extracts the essence from recent reports. The most recent issue, #356, discusses several gadget related gotcha's that pilots experienced this spring.

See: http://asrs.arc.nasa.gov/publications/callback/cb_356.html to download a pdf file of the issue.

In a nutshell, ASRS reports indicate we need to do a better job of maintaining our situational awareness. For those of us with a bit of high tech in the cockpit ASRS Callback #356 offers the following suggestions:

Understand how advanced systems execute commands before using these systems in flight.

Monitor the airplane's flight path when ATC issues clearance changes that require re-programming.

Resist the urge to extensively troubleshoot automation that is not working as expected.

Fueled for Critical Decisions

By Dr. Kristen Allott
dynamicpaths.com

Pilots require the abilities to quickly synthesize information, make decisions and execute them. In Jonah Lehrer's new book *How We Decide*, he explains what we know about how the mind makes decisions and how we can assure making better decisions by appreciating when the emotional brain is most useful and when the thinking brain is most useful.

In one Lehrer story, a lieutenant commander fired a missile because his instincts (emotional brain) told him that the radar trace was an enemy, even though he had no confirmation whether the trace was an enemy missile or a Navy US fighter plane returning to its carrier. When asked why he fired the lieutenant commander could provide no information from his thinking brain; he just knew he should fire. He had to wait four hours before he knew if he had made the right decision. Lehrer's book is filled with interesting examples of pilots making ill-fated decisions as well as heroic life-saving ones. This book helps us understand when to do a thoughtful analysis and when to make a gut-level decision. His basic insights apply to landing a plane, making a purchase or deciding what to eat.

A pilot friend of mind asked me how pilots could optimize their decision making capabilities through eating food before taking-off and landing. I suggested that a pilot make sure the brain has plenty of blood sugar (glucose) in order to keep the thinking brain in charge. When people go an extended period time without eating their blood sugar is maintained through hormones. One of the hormones that can be released is adrenalin. Adrenalin switches brain dominance to the emotional brain, making it in charge. This is why we get irritable and/or anxious when we have not eaten in a long time. The emotional brain is very good at following routine, but it does not problem solve as well as the thinking brain. Whenever possible and especially when a critical decision has to be made we want to have the thinking part of the brain

in charge. By regularly fueling the brain, we assure that the thinking part of the brain can problem-solve novel or unexpected information.

For example, let's say a pilot had breakfast and went for a three-hour flight. On return to the airport, the same pilot encounters a strong, unexpected crosswind. I suggest prior to initiating the descent pattern the pilot drinks a kid's serving size of boxed, fruit juice. This will support both the use of the pilot's extensive training and his thinking brain. Practically, he will have enough 'juice' to make accurate decisions for the complex landing.

If you have any question on how food affects mental clarity, energy or health, please email me at allott@dynamicpaths.com.



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Arrival and departure procedures pre-programmed into our gadgets may not be what ATC asks us to execute. This gotcha caught GA pilots as well as several drivers of the 'big iron'. In some cases pilots detected the deviation from ATC instructions, but reacted by pushing more buttons instead of relieving Harvey of his duties and hand flying the approach or departure. The potential for an accident definitely increases with gadget induced pilot deviations.



At the core of situational awareness is knowing where we are and what the hardware (airplane) is doing. One pilot shooting a practice instrument approach thought he was at airport A, when in fact he was over airport B. His button pushing sequence didn't elicit the course and track he expected so he focused on figuring out 'how come'. Unfortunately, Airport B had sky diving ops in progress. It wasn't his time, though he bumbled to within 1/2 mile or so of the drop. He wasn't under the hood (technically) so no safety pilot was aboard. Obviously his head wasn't out of the cockpit.



Sometimes we fall into the gadget trap because we have a newly installed box. Sometimes it's because we're flying a plane with unfamiliar instruments. What's it take to become comfortable with new stuff? It depends. Sometimes it's just a matter of reading the manual. Sometimes (maybe often!) concentrated study, a conversation with a CFI knowledgeable about the gadgets, and some on-the-ground practice is necessary.

Sometimes we're just bored. Bored? How can that be, we're flying high in the sky, soaring with the eagles! Think about the pilots of Northwest Airlines Flight 188. Why did they dig out their laptops and start looking at their benefit packages mid flight? In a fully automated cockpit things can get boring. We get complacent. We look for things to occupy our minds. And when we do this we stop flying the airplane, hang up our wings, and become just another passenger. Don't fall victim to boredom. There's plenty to do in the air. "See and Avoid" really counts for a lot... especially if that rare 'other airplane' is lined up for impact. Look outside, track your position on a chart (you know - paper!), know what Herbie the autopilot is doing. Remember the FMS is not the Pilot-in-Command.

Be safe, keep your head out of the cockpit, stay in the game, and be the master of your gadgetry. The smoking hole or notice of violation you avoid may be your own.



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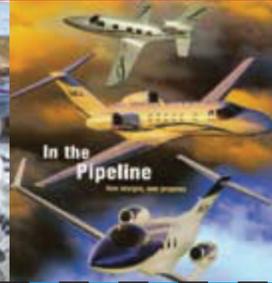
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CALENDAR OF EVENTS

DATE	EVENT	AIRPORT	LOCATION	PHONE	EMAIL
DECEMBER					
10	WPA - North Sound Chapter Meeting	BLI	Bellingham	360-671-4359	kidkomet@comcast.net
11	WPA - Paine Field Chapter Christmas Party	PAE	Shawn O'Donnell's	425-870-2287	paine-president@wpaflys.org
12	WPA - Harvey Field Chapter Meeting	S43	Snohomish	425-367-8755	charles.h.hower@boeing.com
16	WPA - Olympia South Sound Chapter Meeting	OLM	Olympia	360-539-2005	rmeen@hotmail.com
17	WPA - Okanogan & Ferry County Chapter Meeting		Tonasket	509-486-4502	haywire@amerion.com
17	WPA - Clallam County Chapter Meeting	CLM	Port Angeles		
18	WPA - Green River Christmas Party		Kent		grcnewsletter@gmail.com

Long Road Home

(Continued from page 5)

It is a true one traffic light town. I continued the initial breakin with another hour farther afield from Townsend. I returned for some lunch, packed up my stuff and got a weather brief. Mullan Pass was reporting 50 knot winds out of the south. That did not sound like much fun, so Mike and Jeannie briefed me on some passes to the south that would allow me to stay relatively low, which was desirable to keep manifold pressure as high as possible for those early critical hours of break in.

I launched in early afternoon, and headed southeast to Whitehall, then Dillon where I picked up Interstate 15. It heads south staying in valleys (and a few more narrow cuts) until it breaks out of Montana at Monida Pass into the flat lands of Idaho. Most of this route out of Montana allowed me to stay below 6,000 feet. I was 500 feet

off the deck much of the time, since it was all sparsely populated. It was while over I-15 that I watched first cylinder #1, then #4, then #2, then #3 drop roughly 35 degrees in CHT, all within a 20 minute period. This was a sign of the rings seating with the cylinder walls, indicating my engine's break in was progressing. From Monida Pass, I turned east, skirting the end of the peaks and valleys of the Idaho mountains. I watched the sun set in front of me, and with a little help from Boise Approach through BOI air space, found my way to Nampa for the night. Although the winds were 18g24, they were well aligned with the runway. I refueled and tied down, then found a hotel for the night. I'm disappointed not to have seen the Warbird Museum at Nampa, so I have a good reason to return.

The next morning was cool and clear. None of the mountain obscuration in the forecast was visible to the northwest. After

takeoff, I again followed interstate, this time I-84, northwest through Baker City Oregon, then north to La Grande. At La Grande, I turned west for The Dalles. Winds were calm at DLS as I landed on R30 following an aircraft arriving from the east. Was this a good sign, indicating the Gorge to be open? As I refueled, the attendant told me that they had just returned after attempting the Gorge.

I dilly-dallied, checking the weather, which indicated Troutdale as VFR, but windy, but Chehalis and Olympia were both IFR. This was still a new engine, and though my confidence was growing, I had no desire for anything but VFR. After an hour's wait, I launched. If the Gorge was to be closed off, it would be at Cascade Locks. I flew the Gorge at 1800, the ceilings were 2100 or so. But I had 6+ miles of visibility the entire way, and in no time I had Troutdale in sight. Whereas east of the Cascades had been calm and sunny, the story was totally different on the west side. Winds at 3000 were out of the south-southwest at 35 to 40 knots.

I wanted another weather picture, and

opted to land TTD. Besides, I'd never been there. The ADDS weather site now indicated consistent ceilings of roughly 3,000 the rest of the way home, but the TAF was indicating the afternoon arrival of higher gusty winds. The window was narrowing. I launched immediately. From Troutdale, I had to make my way to Kelso before turning more northerly, in order to stay clear of obscured ridges. Ceilings were as forecast. Groundspeed was 158 knots, indicating a tail wind of nearly 30 knots. It was bumpy. The kind of day where you're flying along wings level, then suddenly find yourself in a 25 degree bank. But you fly through it and straighten her up and enjoy the ride. ETA 35 minutes on the GPS.

Winds at Paine were gusty but again, were relatively aligned with R16. A few minutes of taxi and N34612 was tucked away in her hangar. We were home. Over the next few hours the wind started ripping through with gusts in the 50's. But I was safe, on the ground, and home again.

Now about that laundry...

Saving Vista Field

(Continued from page 4)

sources wanted the port to close the airport.

I began to expand my support base. I first contacted the Washington State Department of Aviation and AOPA. Each gave me additional people to contact and some support suggestions. WSDOT suggested I contact John Dobson, president of the WPA. AOPA suggested I contact Jack Tunstill ASN for St. Petersburg, Florida who managed to save their airport from closing.

I learned about the Long Term Air Transportation Study (LATS) that was midway through its assigned task to study air transportation in Washington State. I contacted businesses whom I knew used the airport, to ensure they were aware that their platform for air transportation was in jeopardy. With each call, I was referred to another person to add to my "list". Quickly my list of contacts grew from 35 to over 100 and continued to grow.

Next we needed to educate people about why we were concerned, what the issues were surrounding Vista Field, and what the potential could be. I developed a PowerPoint presentation and invited every pilot and business person to attend. From this group, several stepped up to help educate the community. A team of three of us, Don Clayhold, a pilot and plane builder; Carl Cadwell, a businessman who flies out of Vista Field, and I developed a presentation that would address the non-flying public. We spoke to Kiwanis, Rotary, the Tri-City Herald Editorial Board and anyone who would allow us to present.

Meanwhile, the City, in its effort to pressure the Port into closing Vista Field created a Vista Field Task Force. The objective was to look at the "best use" for Vista Field. The committee was handpicked by the city manager and included two who supported the airport (Carl Cadwell and I) and five who favored closing it. Our efforts to convince the city council that the airport was worthy of saving seemed to fall on deaf ears.

The Port began seriously looking into closing the airport. Numerous studies were funded to determine if the airport could be relocated, what would it cost to close the airport, what would be involved in closing the airport, how would this affect the port's budget and staff, were there any benefits to keeping the airport open and what were the legal issues involved. Each study took time

and delayed an immediate decision. The airport's future still lay in limbo.

The contract was examined. The confidence we had in 2003 that the airport would remain as such until 2021 began to be chiseled away as the Port of Kennewick requested removal of various paragraphs.

Experts spoke to the Port on behalf of the airport. Among them were John Sibold of the WSDOT, Carol Moser, Chairman of the State Transportation Committee and LATS study group, and John Dobson, president of WPA. Each presented key points but most of the elected officials couldn't be dissuaded.

It was now evident: If we were to change the attitude toward the airport, we had to change out the people. A small group of four to five of us began meeting every Monday for a breakfast discussion. We became known among ourselves as "The Breakfast Club". We sought out potential candidates who would support the airport—not an easy task, as it is difficult to find quality candidates willing to run for office.

With no experience running for office, we were delving into new territory. We consulted with a lobbyist from Olympia who gave us advice, which we organized into a handbook to pass out to our candidates. We met frequently with the candidates, offering support, directions on where to buy cheap signs, and advice on how to get the most "bang for the buck" with their campaign funds. None of the candidates was a pilot, so the press could not write them off as being pro-airport because of their affiliation.

Our group helped with fundraising and awareness of issues that concerned the community. Fortunately for us, the city council had riled the community with its many poor decisions on priorities and spending. The community was ready for change.

There were two Port commission positions open and five city council position available. One incumbent port commissioner did not oppose the airport so we supported him. The other incumbent was determined to close the airport before he left office. We found two excellent candidates to oppose him. All we needed to do was get them through the primary election. Amazingly,

both of our candidates who supported the airport beat out the incumbent who wanted the airport closed. We had no preference on which of the two won in the November election.

Of the five City Council candidates, three from our camp beat the incumbents. The incumbents, who all had been in office at least 12 years, included the mayor.

Interestingly, the two candidates whom we supported that did not win the general election did not run in the primary election. We surmised that the time spent in the summer running for the primary perhaps gave additional name recognition and gave those people an added advantage.

What have we achieved? Out of seven positions up for election, five are now filled with pro-airport people. The chance of saving Vista Field now is better than ever. Our work is not over, though. Until we see new hangars being built, FBO personnel, a new maintenance facility, and a flurry of planes coming and going, we will not let up.

Our advice to all airport users: Stay aware of what is happening at your airport, involve your community, develop a support network, and never, never give up.

Harvey Field

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